



MEETING OF THE

TRANSPORTATION AND
COMMUNICATIONS COMMITTEE

Main Office

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Los Angeles, California
90017-3435

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f (213) 236-1825

www.scag.ca.gov

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San Bernardino County: Gary Oviatt, San Bernardino County • Lawrence Dale, Barstow • Paul Katon, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jaeger, Town of Apple Valley • Larry McCallum, Highland • Deborah Roberson, Rialto • Alan Wagner, Ontario

Ventura County: Judy Mills, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Cernea, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

11.14.06

NOTE CHANGE IN MEETING TIME

Thursday, February 1, 2007

10:00 a.m. – 11:30 a.m.

SCAG Offices

818 West 7th Street, 12th Floor
Conference Room Riverside B
Los Angeles, CA 90017
213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation and Communications Committee are also available at:

www.scag.ca.gov/committees/tcc.htm

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Transportation and Communications Committee Membership

February 2007

*Baldwin, Harry, **Chair***
*Lowenthal, Bonnie, **Vice Chair***

San Gabriel
Long Beach

Member

Adams, Steve
Aldinger, Jim
Bauman, John
Becerra, Glen
Bone, Lou
Brown, Art
Buckley, Thomas
Burke, Yvonne
Chlebnik, John
Correa, Lou
Dale, Lawrence
Daniels, Gene
DeLara, Juan
Dixon, Richard
Dunlap, Judy
Flickinger, Bonnie
Gabelich, Rae
Garcia, Lee Ann
Glaab, Paul
Gurule, Frank
Hernandez, Robert
Herrera, Carol
Joffe, Enid
Lowe, Robin
Marshall, Patsy
Masiel, Andy
Messina, Barbara
Mikels, Judy
Millhouse, Keith
Morehouse, Carl
Nowatka, Paul
O'Connor, Pam
Ovitt, Gary
Palmer, Jim
Parks, Bernard
Pettis, Gregory
Roberts, Ron
Rutherford, Mark
Smith, Greig
Spence, David
Stone, Jeffrey
Sykes, Tom
Szerlip, Don
Uranga, Tonia Reyes
Wapner, Alan

Representing

Riverside, WRCOG
Manhattan Beach
Brea
Simi Valley
Tustin
Buena Park
Lake Elsinore
Los Angeles County
WRCOG
Orange County
Barstow
Paramount
Coachella
Lake Forest
Inglewood
Moreno Valley
Long Beach
Grand Terrace
Laguna Niguel
Cudahy
Anaheim
Diamond Bar
San Gabriel Valley COG
Hemet/RCTC
Buena Park
Pechanga Band of Luiseno Indians
Alhambra
Ventura County
Moorpark
Ventura/VCOG
Torrance
Santa Monica
San Bernardino County
OCCOG
Los Angeles
Cathedral City
Temecula
Westlake Village
Los Angeles
Arroyo Verdugo COG
County of Riverside
Walnut
Redondo Beach/SBCCOG
Long Beach
Ontario

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

*"Any item listed on the agenda (action or information)
may be acted upon at the discretion of the Committee".*

1.0 CALL TO ORDER & PLEDGE
OF ALLEGIANCE

Hon. Harry
Baldwin, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Minutes of January 4, 2007 Meeting
Attachment

1

5.0 ACTION ITEMS

5.1 Formation, Membership and Functions of
Southwest Alliance
Attachment

Hon. Jon Edney,
Chair

9

15 minutes

The purpose of this report is to seek approval for the formation, membership, and function of a Southwest Alliance.

Recommended Action: Approve the name, structure, action plan for the Southwest Alliance pursuant to Southwest Compact Task Force recommendation.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

5.0 ACTION ITEMS (continued)

5.2 2007 Regional Champion
Selection
Attachment

Hon. Harry Baldwin, 13
Chair

5 minutes

The selection and nomination process for SCAG's 2007 Regional Champion is concluding. The Committee should now select their Regional Champion for this year..

Recommended Action: Select a candidate as the TCC's 2007 Regional Champion.

6.0 INFORMATION ITEMS

6.1 Maglev Program Update
Attachment

Richard Marcus,
SCAG Staff &
David Chow,
IBI Group

15

20 minutes

Status of Maglev initiatives include an Initial Operating Segment (IOS) update, Maglev Business Case Model, IOS Alternatives Analysis, Westside Los Angeles Multi-Modal Transfer Transit Site and Maglev System Design.

6.2 Regional Transportation Plan (RTP)
Update
Attachment

Rich Macias,
SCAG Staff &
Tarek Hatata,
System Metrics
Group

24

20 minutes

Staff will provide an overview of the existing 2004 RTP and provide a context for discussing key areas to focus for the upcoming update for the RTP.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
6.0	<u>INFORMATION ITEMS continued</u>			
6.3	<u>January 11th Meeting of the Southern California Regional Airport Authority Attachment</u>	Mark Pisano, SCAG Staff	29	5 minutes
	A summary will be given to the Committee of the proceedings of the January 11 th meeting of the Southern California Regional Airport Authority (SCRAA).			
7.0	<u>AVIATION TASK FORCE REPORT</u>	Hon. Alan Wapner, Chair		
8.0	<u>GOODS MOVEMENT TASK FORCE REPORT</u>	Hon. Art Brown, Chair		
9.0	<u>MAGLEV TASK FORCE REPORT</u>	Hon. Lou Bone, Chair		
10.0	<u>CHAIR'S REPORT</u>	Hon. Harry Baldwin, Chair		
11.0	<u>STAFF REPORT</u>			
12.0	<u>FUTURE AGENDA ITEMS</u>			
	Any committee members or staff desiring to place items on a future agenda may make such request.			
13.0	<u>ANNOUNCEMENTS</u>			
14.0	<u>ADJOURNMENT</u>			
	The next meeting of the Transportation and Communications Committee will be held on March 1, 2007 at the SCAG office in Los Angeles.			

**TRANSPORTATION & COMMUNICATIONS COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 4, 2007
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

Members Present

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry- Chair	San Gabriel
Beauman, John	City of Brea
Bone, Lou	City of Tustin
Brown, Art	City of Buena Park
Burke, Yvonne	Los Angeles County
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
Dixon, Richard	City of Lake Forest
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
Garcia, Lee Ann	City of Grand Terrace
Hernandez, Robert	City of Anaheim
Lowe, Robin	Hemet/ RCTC
Lowenthal, Bonnie- Vice Chair	City of Long Beach
Messina, Barbara	City of Alhambra
Millhouse, Keith	City of Moorpark
Parks, Bernard	City of Los Angeles
Pettis, Gregory	City of Cathedral City
Roberts, Ron	City of Temecula
Smith, Greig	City of Los Angeles
Spence, David	Arroyo Verdugo COG
Stone, Jeffrey	Riverside County
Sykes, Tom	City of Walnut
Szerlip, Don	Redondo Beach/ SBCCOG
Uranga, Tonia Reyes	City of Long Beach

**TRANSPORTATION & COMMUNICATIONS COMMITTEE
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Members Not Present

Becerra, Glen	City of Simi Valley
Buckley, Thomas	City of Lake Elsinore
Chlebnik, John	Orange County
Correa, Lou	Orange County
DeLara, Juan	City of Coachella
Dunlap, Judy	City of Inglewood
Glabb, Paul	City of Laguna Niguel
Gurule, Frank	City of Cudahy
Herrera, Carol	City of Diamond Bar
Joffee, Enid	San Gabriel Valley COG
Marshall, Patsy	City of Buena Park
Masiel, Andrew	Pechanga Band of Luiseno Mission Indians
Mikels, Judy	Ventura County
O'Connor, Pam	City of Santa Monica
Ovitt, Gary	San Bernardino County
Rutherford, Mark	City of Westlake Village
Wapner, Alan	City of Ontario

Voting Members, Not Elected Official

Casey, Rose	Caltrans
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**TRANSPORTATION & COMMUNICATIONS COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 4, 2007
Minutes**

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Harry Baldwin, Chair, called the meeting to order at 10:02 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments

3.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 December 14, 2006 Minutes

A **MOTION** was made to approve the Consent Calendar. The **MOTION** was **SECONDED** and **APPROVED**. The Hon. Don Szerlip, SBCCOG, abstained.

4.0 ACTION ITEMS

5.1 Comments to the Southern California Regional Airport Authority

Rich Macias, SCAG, updated the committee on 10 comments to SCRAA's current JPA authorities and regulations that were submitted by the Regional Aviation Task Force. He also briefed the committee on a draft document addressing SCRAA in which SCAG recommends changing of language.

After discussion the Committee agreed on changes to the language in item1 and 3 of the original 10 comments and the addition of 4 new comments as underlined below:

Amended Language

1. That SCRAA re-define its mission and responsibilities consistent with the regional aviation decentralization strategy in SCAG's adopted 2004 Regional Transportation Plan.

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3. That SCRAA consider expanding its membership to include as full members all communities that provide or plan to provide commercial passenger service, as well as the counties of San Diego, Imperial and Ventura, provided that inclusion of such jurisdictions is consistent with SCRAA's new mission and responsibilities.

Additional Comments

1. That SCRAA revise the Agreement so as to eliminate its single member veto provision.
2. That SCRAA consider the following recommendation from SCAG's Regional Airport Management Study with regard to regional airport governance: "A 'structured' memorandum of understanding (MOU) is the preferred approach to creating an initial Regional Airport Consortium. The Consortium should be based at least initially on the MOU approach, but with more structure than is typical of MOU organizations. It should have bylaws and meet regularly. A 'structured' MOU-based consortium could eventually evolve into a joint powers authority (JPA) after a period of confidence building among the members who may decide that the organization would be enhanced with the greater structure, permanence and continuity of a JPA. However the powers of the JPA should not include eminent domain or operating, siting and developing airports, since these powers are inconsistent with the Regional Airport Consortium concept in SCAG's 2004 RTP. To allay the concerns of constrained urban airports and their communities, a precondition should be all legally enforceable constraints and policies cannot be changed by subsequent amendment."
3. That SCRAA consider the attached comments submitted on January 2, 2007 by the City of Long Beach.
4. That SCRAA institute a formal public review period for all comments submitted to the SCRAA pertaining to its mission, membership, powers and responsibilities, prior to taking any formal action to revise its mission, membership, powers and responsibilities.

A **MOTION** was made to **APPROVE** the comments regarding membership, powers and mission of the Southern California Regional Airport Authority with the amended language to comment 1 and 3 and inclusion of an additional 4 comments. The **MOTION** was **SECONDED** and **UNANIMOUSLY APPROVED**.

**TRANSPORTATION & COMMUNICATIONS COMMITTEE
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5.2 2007 Regional Champion Nomination

Hon. Harry Baldwin announced that the nomination process is now open for selecting SCAG's 2007 Regional Champions. These awards are to acknowledge individual(s) who perform exemplary service to the Region. Each of SCAG's three policy committees is asked to nominate members of the regional community who are worthy of such recognition. Candidates should be civilians, not elected officials or public servants performing their regular jobs.

Further discussion of nominations and selection of Regional Champions will be scheduled for the next TCC committee meeting. Please submit nominations to your committee staff prior to February 1st or at the start of the meeting that day.

NO ACTION was taken on this item.

6.0 INFORMATION ITEMS

6.1 New Direction-OCTA's 2006 Long Range Transportation Plan

Kia Mortazavi, OCTA, presented their recently adopted Long Range Transportation Plan. The plan was adopted in July of 2006 and illustrates three goals for the next 30 years; improving mobility, protecting transportation resources, and quality of life. The plan will have a total cost of around \$40 billion over the next 30 years.

It includes but is not limited to the following projects:

- Adds on general purpose lane in each direction on most orange county freeways. 2.
- Widening of the toll road system.
- Adding 1,000 miles of road to complete the arterial grid.
- Improving signal synchronization.
- Acquiring funds for individual cities for maintaining roads. The plan met the 2/3 public voting threshold the first time.

Follow-up will include the improved plan in the next RTP update and the implementation of these projects.

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6.2 Bond Measure Implementation

Annie Nam, SCAG, illustrated the status of the State Bond Implementation effort. Proposition 1B, the State's Transportation Bond Act, passed this past November. The passage provides a substantial infusion of at least one time cash for transportation throughout the State. 19.9 billion dollars with funding allocation through 12 programmatic categories, discretionary as well a formula, predominantly discretionary. Assuming the SCAG Region fares well under the discretionary categories, staff anticipates \$8.3 billion to be granted for this region.

In order to begin accessing some of the bond measure funds, the California Transportation Commission has been working with a number of regional entities along with Caltrans to develop a number of specific guidelines for many of the programmatic categories. Projects are be nominated both by Caltrans as well as the regional entities, CTC and IVAG. Final nomination packages are due to the California Transportation Commission on January 16.

6.3 Update on Transportation Infrastructure Finance and Innovation Act (TIFIA)

Annie Nam, SCAG, gave an update on the Transportation Infrastructure Finance and Innovation Act. The USDOT and the head of the TIFIA office has requested that a bundle of projects be identified and brought foreword for TIFIA loan consideration. The current necessary action is to reach out to the goods movement stakeholders to start the process of identifying the projects for the TIFIA loan consideration.

6.4 High Speed Regional Transportation System Business Case

David Chow, IBI Group, gave a preview of the High Speed Regional Transportation System focusing specifically on the goods-movement aspect. There is a significant growth of cargo for the region which poses a challenge. The HSRT will serve a dual purpose in the transportation of passengers and freight faster, cleaner, and more reliably than conventional truck and rail modes. The feasibility of the High Speed Regional Transportation System in the movement of goods is currently being studied. A HSRT freight system could also provide the stimulus for a clustering of goods movement related activities including warehousing, assembly, distribution centers, and related services. This clustering provides significant creation of value in real property located in proximity of goods movement centers.

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A more comprehensive feasibility study of alternative freight transport technologies will be conducted by SCAG in the months ahead, as well as a separate study to be conducted by the Ports of Los Angeles and Long Beach.

7.0 MAGLEV TASK FORCE REPORT

No report

8.0 CHAIR REPORT

At the upcoming D.C. National League of Cities Congressional Reception in March, ACTA will be holding a dinner meeting on the evening of Tuesday, March 13, hosting the congressional delegation from both California and the area.

In the end of February the annual consensus trip to D.C. will take place. Regional Transportation Commissions from all the counties in California will go to D.C. to review the needs that California has with regard to transportation and goods movement with our elected representatives.

9.0 STAFF REPORT

No report

10.0 GOODS MOVEMENT TASK FORCE REPORT

No report

11.0 FUTURE AGENDA ITEMS

No items.

12.0 ANNOUNCEMENTS

No announcements.

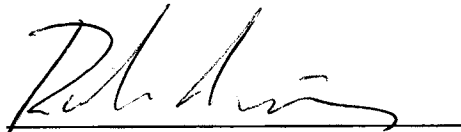
13.0 ADJOURNMENT

The Honorable Harry Baldwin, adjourned the meeting at 11:34 a.m.

**TRANSPORTATION & COMMUNICATIONS COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 4, 2007
Minutes**

The next committee meeting will be held on **Thursday, February 1, 2007 at the SCAG office in Los Angeles.**

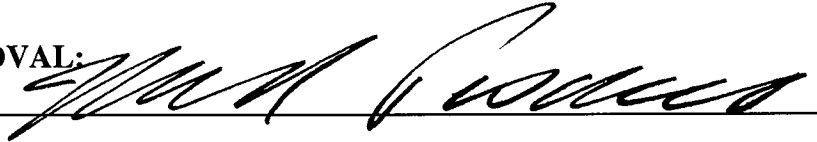
A handwritten signature in black ink, appearing to read 'Rich Macias', is written over a horizontal line.

Rich Macias, Manager
Transportation Planning Division

REPORT

DATE: February 1, 2007
TO: Transportation and Communications Committee
FROM: Jon Edney, Chair Southwest Compact Task Force
SUBJECT: Formation, Membership and Functions of Southwest Alliance

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve the name, structure, action plan for the Southwest Alliance pursuant to Southwest Compact Task Force recommendation

BACKGROUND:

The purpose of this report is to suggest a new name, framework and direction for the Southwest Compact Task Force that currently reports to the Transportation and Communications Committee (TCC). This framework and direction is needed at a time when our region, and the nation, is undergoing rapid economic, technological, geopolitical, demographic, and environmental changes. Our region's prospects are challenged by global competitors who have created long-range strategies for growth and competitiveness. Integrated investments in mobility, goods movement environment mitigation and economic development are needed to guide the region's growth in the 21st century.

The Southern California Association of Governments has positioned itself to be a leader in setting direction for the region. It is guided, in part, by a Strategic Plan. The plan was first adopted in 1990, updated in 2002 and further amended in 2004. The strategies contained in the plan are intended to direct SCAG in its continuing evolution as an effective regional organization in meeting future challenges. Two of the goals contained in the plan address regional leadership and inter-regional cooperation. The Strategic Plan instructs the Regional Council to maintain SCAG's position as the pre-eminent regional institution by providing leadership and creating consensus on a vision of the region's future. To that end, the plan says:

The Regional Council, in collaboration with SCAG's partners, shall provide the leadership needed to develop through consensus a vision of Southern California's future. This process would involve identifying both short and long-term objectives for addressing the region's most pressing economic, social and environmental issues. As a part of this effort, SCAG should develop and foster a regional dialogue to further the formation of the consensus vision that is a critical component of the leadership process.

The strategic goals, moreover, provide that SCAG encourage and foster regional partnerships by enhancing interregional cooperation and collaboration. The goals state that the Regional Council should:

Initiate and pursue efforts to reach agreements that underscore the need for regular meetings between the Regional Council and its neighboring regional governing boards and relevant state agencies. The purpose of the regular meetings would be to identify common issues and prepare joint strategies for addressing those issues. While the process may commence with an MOU and an informal structure, it is ultimately desirable to organize these activities through a formalized process, perhaps legislatively mandated, with support from the state.

In response to these strategic initiatives and direction of the Regional Council, SCAG has undertaken a successful outreach program to contiguous Councils of Government in Kern, San Diego and Santa Barbara Counties.

It has also, through the Southwest Compact Task Force, facilitated a process to engage a broader audience in the Southwest by holding a series of highly informative and well attended conferences in venues including El Centro, Yuma, Arizona and Mexicali, Mexico. The outcome of these meetings has resulted in an informal alliance that wishes to jointly study and present potential courses of action for the Southwest Region to maintain its viability in the global economy. Each venue the task force visited has specific issues and potential solutions to assist the southwest mega-region in meeting its various challenges. A meeting is planned in San Diego to obtain background and suggestions on trade, goods movement and border issues.

Other efforts undertaken by the Southwest Compact Task Force have included (1) identifying organizations and government entities that deal with cross border issues with Mexico and, (2) monitoring state and federal legislation that pertains to compact and border topics.

New Focus Needed for the Southwest Compact Task Force

The members of the Southwest Compact Task Force believe that, after the last two years of successful outreach and information gathering, it has reached the point when a report to the Regional Council, including recommendations for a course of action is needed. This report is appropriate because a task force by definition is meant to focus on a particular topic and to suggest a direction.

To facilitate its recommendations the task force held work sessions to consider a name, framework, potential geographic topical scopes, objectives, strategies and specific activities. The following are the recommendations of the Southwest Compact Task Force.

REPORT

Name

Rename the Southwest Compact Task Force the Southwest Alliance

Organization

A Southwest Alliance of public and private sector entities in Southern California, Arizona and the Mexican states that are contiguous to the US/Mexican border with California and Arizona with participation defined by a memorandum of understanding.

Objectives

Initiate and promote a strong, cooperative relationship between elected and appointed officials, planning agencies and private sector organizations to create economic development, transportation and goods movement strategies for the Southwest Mega Region.

Consolidate information and achieve consensus on mega-region positions.

Develop an action plan that features a business model for successful public-private investment and collaboration in the creation of transportation and other needed infrastructure.

Guide Congress, the California Legislature and other affected state and federal bodies in facilitating legislation and obtaining funding.

Action Steps

- Prepare a White Paper containing the vision, mission, geographic scope, membership, organization strategies and action steps of the Southwest Alliance. Incorporate the strategies contained in the Compass Blueprint, Goods Movement Action Plan, and Regional Comprehensive Plan into the White Paper.
- Determine and solicit potential Alliance partners.
- Conduct a summit that brings together the various entities including key businesses, transportation agencies and other stakeholder commissions and associations to propose and formalize the Southwest Alliance mission, structure and work plan.
- Draft a memorandum of understanding and obtain signatories.
- Determine process and coordination role for the Southwest Alliance to interact with other public and private organizations that focus on cross border economic, infrastructure and transportation issues.
- Continue to review the activities, initiatives, and legislation of other organizations that focus on cross border economic, infrastructure and transportation issues.

REPORT

- Determine appropriate funding opportunities and legislative measures to facilitate the creation of projects and adoption of initiatives of the Southwest Alliance.
- Develop a preliminary Southwest Alliance sub-site on the SCAG's web site.
- Continue to monitor the activities, initiatives and reports of other stakeholder commissions and coalitions operating within the mega-region.
- Schedule meetings of the Southwest Alliance to coincide with meetings of organizations with similar charters or focus.
- Prepare fact sheets, PowerPoint presentations and other information and outreach materials.

FISCAL IMPACT:

Funding for the Southwest Alliance will be included in the FY07-08 budget and request for authorization submitted before the Regional Council. \$30,000 will be requested to cover the activities and associated expenditures of the alliance in FY07-08.

It is proposed that staff resources for the Alliance initially be provided by SCAG staff from existing FY06-07 budgeted funds with reassessment of staffing needs to occur after the formation of the Alliance.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

Docs: dr130491

REPORT

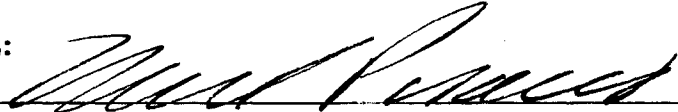
DATE: February 1, 2007

TO: Energy & Environment Committee (EEC)
Transportation & Communications Committee (TCC)

FROM: Barbara Dove, Government Affairs, 213 236-1861, dove@scag.ca.gov

SUBJECT: 2007 Regional Champion Selections

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Select your policy committee's 2007 Regional Champion.

BACKGROUND:

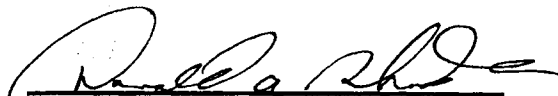
The selection process for SCAG's 2007 Regional Champions is concluding. These awards acknowledge individual(s) who perform exemplary service to the Region. Each of SCAG's three policy committees is asked to nominate members of the regional community who are worthy of such recognition. Candidates should be "civilians", not elected officials or public servants performing their regular jobs. Candidates should be individuals who go "above and beyond" to serve our Region. The Communication & Membership Subcommittee also has an award to bestow in recognizing service to the Region in the area of communication and media.

Final discussion of nominees and selection of Regional Champions is scheduled for this policy committee meeting. Please submit nominations to your committee staff. For your convenience, a nomination form is attached. If you have any questions, please contact Barbara Dove at 213 236-1861 or dove@scag.ca.gov.

FISCAL IMPACT:

There is no fiscal impact.


Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

2007 REGIONAL CHAMPION AWARD

NOMINATION FORM

1. Nominee's Name _____
Phone _____
Address _____
Employed by _____
 - Profession _____
 - Community and civic activities (if known) _____
2. Brief description of accomplishments _____

3. Please write a short summary of how this person has contributed to the concept of regionalism

4. Major publications, awards, and other recognition the person has received (if known)

Submitter's Name _____

Phone # _____

Policy Committee
Please circle

CEHD

EEC

TCC

Mail to:

Barbara Dove

SCAG

818 West 7th Street

Los Angeles, CA 90017

Or Email to dove@scag.ca.gov

Or Fax to 213 236-1964

MEMO

DATE: February 1, 2007

TO: Transportation and Communications Committee

FROM: Richard J. Marcus, Program Manager for Maglev, (213) 236-1819, Marcus@scag.ca.gov

SUBJECT: Maglev Program Update

BACKGROUND:

Staff is working with various consultants to further a variety of Maglev studies. This presentation is an update of the various studies, which include:

- The SCAG Initial Operating Segment (IOS)
- The High-Speed Ground Transportation Business Case Model
- The SCAG High-Speed Ground Transport Alternatives Analysis
- The West Los Angeles Multi-Modal Transfer Facility
- The Maglev System Design


Staff will give an update on the High-Speed Ground Transport Alternatives Analysis and the West Los Angeles Multi-Modal Transfer Facility projects.

Mr. David Chow, project manager with the IBI Group, will provide an update on the recently completed preliminary engineering (Phase 2) of the IOS, progress of the Business Case Model, and Maglev System Design.

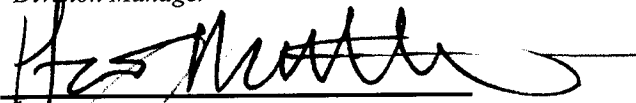
FISCAL IMPACT:

Work associated with these projects are included in the current year overall work program.

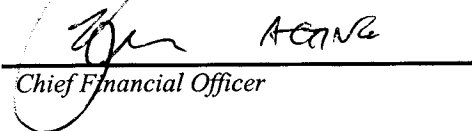
Reviewed by:


Division Manager

Reviewed by:



Department Director

Reviewed by:


Chief Financial Officer

**Maglev Program / High Speed
Regional Transport Update**

Mr. Richard J. Marcus - SCAG Staff
Mr. David Chow – IBI Group
February 1, 2007



**Maglev Program / High Speed Regional
Transport Update**

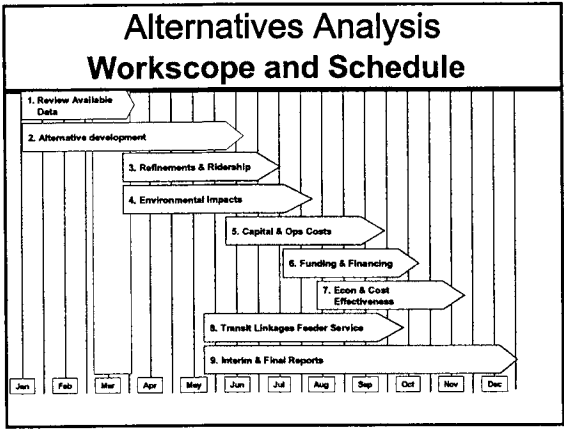
- High Speed Ground Transportation Alternatives Analysis
- West Los Angeles Multi-Modal Transfer Facility
- SCAG Initial Operating Segment (IOS)
- Maglev System Design
- High Speed Ground Transportation Business Model

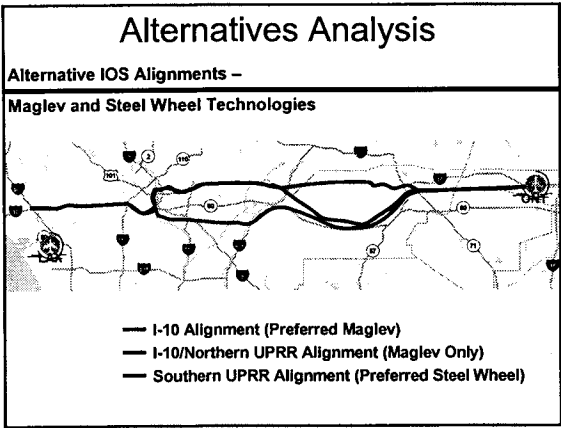
**Maglev Program / High Speed
Regional Transport Update**

**Alternatives Analysis of the
Los Angeles/Ontario
Regional High-Speed
Ground Transportation
Project**

Maglev Program / High Speed
Regional Transport Update

Los Angeles/Ontario
Regional High-Speed Rail
Initial Operating Segment (IOS)





<p align="center">Alternatives Analysis</p> <p>Alternative IOS Alignments -</p> <hr/> <p>Critical Characteristics for Each Technology</p> <p>I-10 Alignment</p> <ul style="list-style-type: none"> - Preferred Maglev alignment - Most direct route - Most accessible intermediate stations <p>Southern UPRR</p> <ul style="list-style-type: none"> - Preferred Steel-Wheel alignment - Less expensive alignment - Less challenging topography
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<p align="center">Maglev Program / High Speed Regional Transport Update</p> <hr/> <p align="center">West Los Angeles Multi-Modal Transfer Facility</p>
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<p align="center">West L.A. Transfer Facility</p> <hr/> <p>(Project Understanding)</p> <ul style="list-style-type: none"> ➤ Study Expected to be Complete by June 30, 2007 ➤ Alternative Site Survey ➤ Multi-Modal Transfer Facility ➤ Consensus-building effort ➤ Technology Neutral
--

<p>West L.A. Transfer Facility</p> <p>Project Environment</p> <ul style="list-style-type: none"> ➤ Freeways & Streets are Congested ➤ Dense land use ➤ Vision for this area includes intense urban redevelopment ➤ Various Existing & Planned Transit Routes & Systems ➤ Diverse Political Interests & Decision Making

<p>West L.A. Transfer Facility</p> <p>Findings to Date</p> <ul style="list-style-type: none"> ➤ What Transportation modes will be served? <ul style="list-style-type: none"> ✓ Maglev or HSR, BRT, Subway or Light Rail, Local Buses. ➤ What sites are being considered? <ul style="list-style-type: none"> ✓ VA Site is no longer being considered. Possible sites include I-405 at Wilshire and I-405 at Pico among other options. ➤ How will it be developed? <ul style="list-style-type: none"> ✓ Decentralize the facility and spread out the parking, linking to the station platform by people-movers and/or shuttles.
--

<p>West L.A. Transfer Facility</p> <p>Next Steps</p> <ul style="list-style-type: none"> ➤ Additional <u>Input from Stakeholders</u> ➤ Detailed Analysis of <u>Facility Layout and Site Development</u> ➤ Additional Details Concerning <u>Traffic Impacts and Site Size</u> ➤ Additional Analysis Concerning <u>Decentralized Site Concept</u> (Parking Locations and Linkages to Platform)

UPDATE ON ACTIVITIES

Review of Initial Operating Segment (TSC, 9-14-01)
High Speed Regional Transport System Design
Business Plan Approach to Financing

OVERVIEW OF IOS

OPERATIONAL CHARACTERISTICS

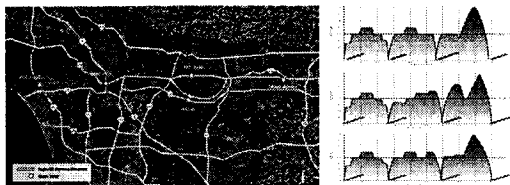
- Frequency: 10 min. peak/20 minutes off-peak
- 18 Hours of Operation: (5:30 AM – 11:30 PM)
- 6 – 8 Car Trains (depending on demand)
- Route Capacity: 10,600/hr, 138,200/day, 50.5m/year
- Top Speed ~240 mph, Average Speed ~103 mph

OVERVIEW OF IOS

INITIAL OPERATING SEGMENT ALIGNMENT

Alternatives:

- I-10: 54.7 miles, 32 minutes, Top 249 mph, Avg. 103.4 mph
- SR-60: 57 miles, 33 minutes, Top 239 mph, Avg. 103.4 mph
- BPRR: 57 miles, 33 minutes, Top 249 mph, Avg. 103.2 mph



OVERVIEW OF IOS

FULLY ELEVATED ALIGNMENT

- Maximize Speed, Minimize Environmental Impacts/ Costs
- Maximize use of transportation corridors, public ROW
- Balancing Act of Engineering Design
- Fully Elevated Alignment in a Seismic Environment

OVERVIEW OF IOS

FACILITIES

Four Stops along Alignment

- Ontario Airport
- San Gabriel Valley
- Union Station
- West Los Angeles

Maintenance Facilities:

- Central Maintenance Facility
- Decentralized Maintenance Facility

HSRT SYSTEM DESIGN

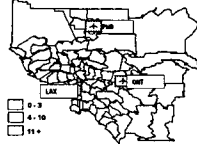
GOAL

- Develop a concept to link Airports with a High-Speed Regional Transport System

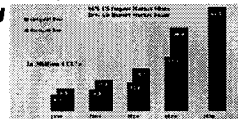
Address the following:

- Regional Aviation Demand
- Traffic Congestion and Mobility
- Goods Movement
- Regional Growth Management

Annual Passenger Trips per Capita, 2030



Projected Port Container Growth, 2030



Maple Program/High-Speed Regional Transport Update

HSRT SYSTEM DESIGN

PROPOSED HSRT NETWORK

Maple Program/High-Speed Regional Transport Update

BUSINESS PLAN APPROACH TO FINANCING

CONCEPT

- Investigating use of private/public partnership to fund the system
- Preliminary Engineering to define the cost of the system
- Financial Sustainability will be a requirement
- Low Operating Cost and high efficiency are the keys

Maple Program/High-Speed Regional Transport Update

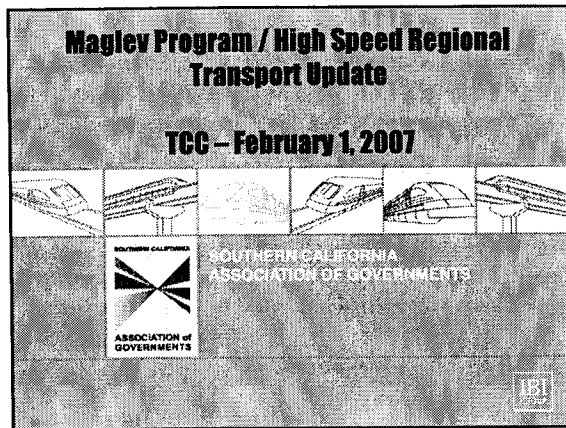
BUSINESS PLAN APPROACH TO FINANCING

REVENUE STREAMS

- Ridership and Transport Business Related Revenues
- Airport Contributions
- Goods Movement Opportunities
- Related/Transit Oriented Development Potential

RESULTS

- Financial Sustainability
- Business Potential
- Consistency with Regional Goals



MEMO

DATE: February 1, 2007

TO: Transportation and Communications Committee

FROM: Naresh Amatya, Program Manager, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Regional Transportation Plan (RTP) update

BACKGROUND:

The 2004 RTP was adopted by the Regional Council in April 2004. As we move into high gear in the process of updating this RTP and ensure full compliance with the requirements of SAFETEA-LU, staff will be providing you an overview of the 2004 RTP so as to provide a context to discuss the focus areas for the upcoming amendment.

A power point presentation is attached to this memo to facilitate this discussion.

FISCAL IMPACT:


None.

Reviewed by:



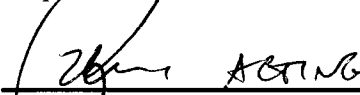
Division Manager

Reviewed by:

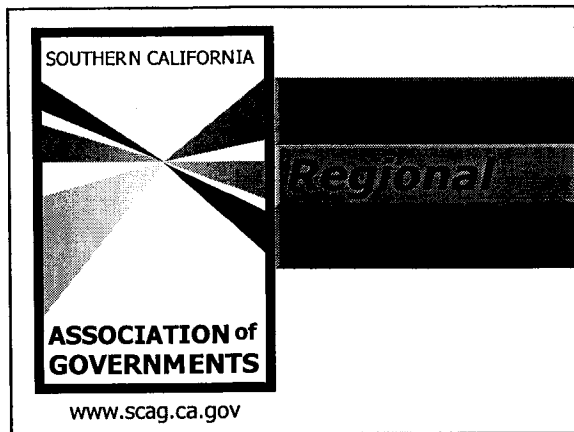


Department Director

Reviewed by:



Chief Financial Officer




How will the
2007/8 RTP differ
from the 2004
RTP?

- ✓ A quick refresher on the critical strategies of the 2004 RTP
- ✓ How have these strategies evolved?
- ✓ What else has changed since the adoption of the 2004 RTP and how will they impact the 2007/8 RTP?

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\$120.4 Billion
(2002-2030)

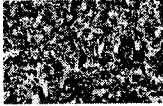
Funding Source	Percentage	Amount
Local	75%	\$90.6 B
Federal	10%	\$12.2 B
State	15%	\$17.6 B

- ✓ SCAG is required to update its RTP every four years.
- ✓ The 2004 RTP addresses federal requirements, including air quality attainment
- ✓ It allocates the public funds available for transportation to the best performing multi-modal investments







✓ However, the available funding alone could not address the federal requirements, nor address the serious transportation challenges facing the Region.




Population Growth




Container Trade Growth




Increasing Congestion





Innovative and aggressive strategies were developed and adopted

- Growth Vision
- System Management
- Public private initiatives (e.g., truck lanes, MAGLEV)



- The Compass Blueprint 2% Strategy is being refined by SCAG and its partner agencies
- 35 Demonstration projects have been initiated or completed
- Workshops have resumed to solicit more input from local communities
- In the 2007/8 RTP, expect to see:
 - More specific strategies
 - Local commitments
 - Performance Impacts
- Ultimately, the agreed-upon strategies should be integrated with local general plans

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- System Management has now been adopted by FHWA, Caltrans, and several MPOs
- SCAG and its regional partners have committed to developing corridor system management plans as part of their submittals to the CTC for bond funds (CMIA)
- In the 2007/8 RTP, expect to see:
 - Corridor-specific management and operations strategies
 - Funding commitments to operations and maintenance
 - Specific delay reduction targets as submitted to the CTC
 - Milestones for improving system management (e.g., detection, incident management, ramp metering, arterial signal coordination)

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- Public Private Initiatives are being evaluated further through multi-party studies:
 - High Speed Rail Feasibility Study
 - Multi-County Goods Movement Action Plan
 - Business Case Analysis for major investment projects
 - HOT Lane analyses
- Supporting legislation is also being discussed nationally and in Sacramento
- In the 2007/8 RTP, expect to see:
 - Detailed financial analysis
 - Consensus among stakeholders
 - Implementation steps based on business planning efforts

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- **The funding picture has improved to some extent:**
 - Voters approved sales taxes for transportation in San Bernardino, Riverside, and Orange counties
 - Prop 42 funding is more secure
 - I-Bond funding will provide additional near term funding for congestion relief, goods movement, and environmental mitigation
- **In the 2007/8 RTP, expect to see:**
 - Higher public funding levels for multi modal investments compared to the 2004 RTP

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

[illegible]

- Unfortunately, the costs for transportation projects has outpaced the revenue increases (e.g., due to commodity price increases)
- Additional air quality requirements (e.g., PM 2.5) have been legislated

» For the 2007/8 RTP, this means tough choices will have to be made!!

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Questions?
Comments!

**ASSOCIATION of
GOVERNMENTS**

MEMO

DATE: February 1, 2007

TO: Transportation and Communications Committee

FROM: Michael Armstrong, Aviation Program Manager
213-236-1914/armstron@scag.ca.gov

SUBJECT: January 11th Meeting of the Southern California Regional Airport Authority

BACKGROUND:

The last meeting of the Southern California Regional Airport Authority (SCRAA) was on January 11, 2007 at the MTA offices. At that meeting the SCRAA Board elected a new chair and vice-chair and discussed the issue of revising its joint powers agreement to change the agency's mission, powers and membership. SCAG has submitted comments to the SCRAA regarding recommended changes to its joint powers agreement, which were approved by the Regional Council on January 4, 2007. Mark Pisano will summarize the proceedings of this meeting including specific actions that were taken by the SCRAA.

FISCAL IMPACT:

None

Reviewed by:



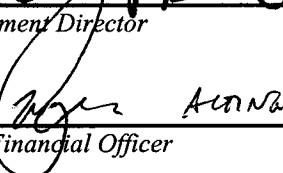
Division Manager

Reviewed by:



Department Director

Reviewed by:



Chief Financial Officer